# AIRCRAFT ACCIDENT IDENTIFICATION NO.

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PUNCHED: VERIFIED: (COMMON TO BOTH CARDS) Equip 45 Equip 46 Equip 47 RECORD IDENTIFICATION Dete Cal. **Egress Problems** Subsequent Prior During

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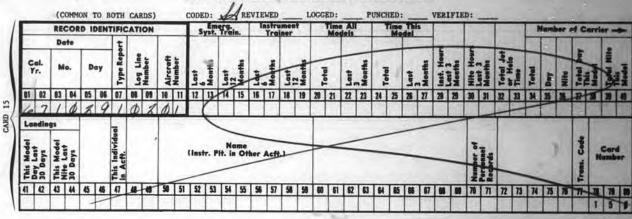
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# DEPARTMENTAL COMMENTS FOR "CLOSE OUT" LETTER ON ORIGINAL REVIEW

NOTE: 1. Negative report is required.

- 2. Positive comments will be in a format suitable for inclusion in the "close out" letter.
- 3. Attack additional sheets if more space is required.

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Any Department desiring to retain this report longer than five (5) working days
must notify Records Control Branch of their need for extension.

Syour copy 301/an Ser 247 2 MAR 1968 Pron: Commander, Navel Aviation Safety Conter Commander Fleet Air, Vestern Pecific To Subj: Letter of Transmittal Encl: (1) Original copy of HA(L)-3 AAR serial 7-68A concerning UH-18 SUNO 63-8672 secident occurring 29 October 1967. pilet (6) 1. Unclosure (1) was inadvertently sailed direct to this common and is forwarded for review by the appropriate chain of economic. Original Carl PAC G. T. ECCLES By direction Copy to: COMMAVAIRPAC CONNAVIORY CO. HA(L)-3

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on HA(L)-3 AAR ser 7-68A concerning UH1B BuNo 63-8672 accident occurring 29 Oct 1967, pilot (D) (6)

From: Commander Naval Air Force, U. S. Pacific Fleet To: Commander, U. S. Naval Aviation Safety Center

Subj: HA(L)-3 AAR ser 7-68A

Ref: (b) OPNAVINST 3750.6F

- Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, as modified by the remarks contained in subsequent endorsements.
- As discussed in the first endorsement, the recommendations of the accident board were implemented at the local level and external assistance is not required.
- 3. The comments in the fourth endorsement pertinent to personnel requirements for test flights are supported. However, with due consideration for the environment, it may have been desirable to embark two gunners.
- 4. The special handling notation required by reference (b) is not marked on the first and second endorsements.
- 5. The attention of the Commanding Officer, Helicopter Attack (Light) Squadron THREE is invited to the time requirements for submitting AARs as set forth in reference (b).

R. A. VOLPI
By direction

Copy to:

NAVAIRSYSCOMPQ
COMMAVFORV
COMMAVFORV
COMMINISTPAC
COMMINISTPAC
NAVPIANTEPO BELL
USABAR
CO HA(L)-3

ORIGINAL

3750 Ser: 019/974 20 April 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPHAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on HA(L)-3, accident serial 7-68A, concerning UH-1B, BUNO 63-8672, of 29 OUT 1967, pilot (6)

From: Commander Fleet Air, Western Pacific

To: Commander, Naval Aviation Safety Center

Via: Commander Maval Air Force, U. S. Pacific Fleet

Subj: 11A (L)-3 AAR 7-68A

Ref: (a) NAVAIRINST 4700.2

Forwarded, concurring with the conclusions and recommendations
of the Aircraft Accident Board and the remarks contained in subsequent
endorsements with the following additional comment:

a. The purpose of this test flight, as stated in Part V, was to determine if the pronounced vertical vibration emanating from the main rotor system had been eliminated by the replacement of the lever assembly on the main rotor. The flight crew consisted of one pilot, a maintenance trouble shooter, and two gunners. Reference (a) states that test flights shall be conducted with the minimum crew necessary to ensure operational readiness. The gunners, therefore, were not necessary crewmembers on this particular flight. Fortunately no one was injured.

H. J. Jan Jana

Copy to: COMMAYANSAFEGEN (2) COMMAYAIRSYSCOM NAVPLANTREPO, BELL USABAAR CO HA(L)-3 COMMAYFORV COMMITPATTOR

ORIGINAL

785-16/303A:EX 3750 141 11 Jan 1968 rning UH-18 BUNO

THIRD ENDORSEMENT on NA(L)-3 AAR Serial 7-65A concerning UN-1B BUNG 63-8672, of 29 Oct 1967, plot 450 (6)

From: Commander U. S. Haval Forces, Vietnam
To: Commander, Naval Aviation Safety Center
Via: (1) Commander Fleet Air, Lestern Facific
(2) Commander Naval Air Forces, Facific

Subj: HA(L)-3 AAR Serial 7-68A

- Commander L. E. Haval Forces, Vietnam concurs in the conclusions of the accident board, indicated in subject investigation.
- 2. The original report was inadvertently forwarded direct to Commander, Waval Aviation Safety Center rather than through the appropriate channels.

W. H. HOUSE Deputy

CORY to:
PAVAVISTECEN (AAR) (2)
INVALASYS CO... (ALMOX)
EUGHTS (AAR)
AVELANT REFO DELL
LEABAAR
CO.MIVE-TFCK
CO. HA(L)-3

Cothwest water

# ORIGINAL CTF116/10:b1 1650 Ser: 804 27 December 1967 SECOND MIDORSEEFIT On HA(L)-3 Aircraft Accident Report serial 7-68A of 29 October 1967 From: Commander River Patrol Force (CTF 116) Cormander, Breal Aviation Safety Center To: Subj: HA(L)-3 Aircraft Accident Report Serial 7-68A; forwarding of 1. Forwarded, emouring with the conclusions of the accident board. Paul II. GRAY Copy to: HAVAVUSAFECH (AAR) (2) BUWEPS (AAR' MAVAIRSYSCOI (AIRAOA) COLIFATRIMES PAC HAVPLAUTTO TELL COLUMNATA AC USABAAP HA(L)- (2) ORIGINAL

ORIGINAL

HA(I)-3:JSJ:fr 3750 Ser: 908 11 December 1967

FIRST ENDORSEMENT on HA(L)-3 Aircraft Accident Report serial 7-68A of 29 October 1967

From: Commanding Officer, Helicopter Attack (Light) Squadron THREE To: Commander, Naval Aviation Safety Center

Subj: HA(L)-3 Aircraft Accident Report Serial 7-68A; forwarding of

- to Forwarded, concurring with the conclusions of the accident board.
- 2. The HA(1)-3 maintenance detachment, Vinh Long, has been provided with current, up to date manuals. As new manuals, changes and maintenance instructions are received by HA(1)-3 maintenance, Vung Tau, they are now sent out to our detachments and receipted for by the receiving unit. This will provide a record and cross check system for publications.
- 3. All HA(L)-3 aircraft have been inspected in accordance with the U. S. Army 34th General Support Group recommendation and required changes have been made. A SAMI has been issued to ensure that all aircraft received in the future will also be checked.
- 4. The Medical Officer's Report, Enclosure (13), has not been completed due to non-receipt of the required forms. It will be submitted as soon as the forms are received.
- 5. Only six (6) sets of photographs were available for distribution. Additional copies have been requested and will be forwarded for inclusion in the basic report when received.

ROBERT W. STEROOR

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#### AIRCRAFT ACCIDENT REPORT OPHAY FORM 3750-1 (Rev. 5-63) Page 3

SPECIAL HANDLING REQUIRED in accordance we addition

OPMAY REPORT 3750-T

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<sup>\*</sup> Men preparing Incident and Ground Accident reports, items indicated by an asterick in the upper right hard corner must be filled in. Other items crasidated apprapriate should also be illied in.

#### Part V - The Accident

The aircraft 63-8672 had been placed in a "down" status on 28 Oct 1967 so that corrective maintenance could be made on a pronounced 11 vertical vibration eminating from the main rotor system. During the morning and early afternoon of 29 October 1967, maintenance personnel replaced the lawer assembly on the main rotor. Upon completion of this work a test flight was required to determine if the "downing" discrepancy had been eliminated.

At approximately 1h00H, 29 October, ITJC the detachment maintenance officer arrived at the aircraft and began his pre-flight of the aircraft. He inspected the recently installed lever assembly very thoroughly. No discrepancies were noted other than those which had previously been entered on the aircraft's discrepancy card, and was of these listed discrepancies was considered to be unsafe for flight.

After completing the pre-flight, LTJO (a) the maintenance trouble-shooter, AMSI CAPOZZI; and the two gumers, ADJ3 (b) (6) and AMH3 (D) (6) entered the aircraft. Start and run-up were normal. Take-off was at 125H. Soon after take-off it was apparent that the replacement of the lever assembly on the main rotor head had not corrected the vertical 1:1 vibration. LTJG then conducted several other tests on the aircraft, attempting to determine what further maintenance could be accomplished on the aircraft to eliminate this discrepancy.

and arrived in a hover adjacent to the revetted parking pad located on the north side of the runway. INJG (b) turned aircraft 180° to the right while hovering over the runway and then air-taxied into the revetment on the north side of the runway. INJG (b) was making a final adjustment to heading prior to landing the aircraft from a two (2) foot hover when the tail rotor separated from the aircraft. The aircraft immediately began a rapid and uncontrolable clockwise rotation. After approximately 90° of turn, INJO (b) initiated corrective action by lowering the collective and simultaneously closing the throttle. The aircraft landed hard and continued to rotate approximately 70°. During the last 70° of rotation, the undereide of the tail boom was damaged when it came in contact with the top of the revetment.

The duration of the flight was 15 minutes.

#### Part VI - Damage to the Aircraft.

Aircraft damage has been classified as CHARLE. The tail rotor separated from the aircraft and was thrown up and forward into contact with the main rotor blades. After contact with the main rotor blades, parts of the tail-rotor then struck the leading edge of the tail pylon, damaging at and the section of tail rotor drive shart directly beneath it. The aircraft began a rapid, uncontrollable clockwise rotation upon separation of the tail rotor. As the aircraft rotated, the underside of the tail boom came in contact with the top of the revetment. The pilot took corrective action after approximately 90° of turn and the resulting hard landing damaged the skids, crosstudes and supporting members. At seestime during the rotation of the aircraft, and after the tail pylon section of the tailrotor drive shaft had been damaged, the 90° gear box began to fail. The 90° tail rotor gear box separated from the aircraft as it came to rest after approximately 160° of rotation.

Special Handling Required in accordance with OFWAVINST 3750.6 Series

Part VII - The Investigation and Analysis

A. The Investigation

1. The accident occurred at lighter on 29 October 1967. The locations of major separated components were recorded and an immediate search was initiated to find as many pieces as possible. Nost of the tail rotor assembly was found before darkness. The search of the area was resumed the next morning. Several additional small pieces were recovered. The search, however, was unable to recover two (2) retaining bolts which were suspected to have failed resulting in the tail rotor failure.

2. No evidence was found to indicate that the tail rotor had failed as a result of its striking any object.

3. The aircraft was released to the 61lth Transportation Company on 30 October 1967 for a determination of the damage and necessary repairs.

#### B. The Analysis

#### 1. Personnel Factors

- a. Pilot Factors are not considered a factor in this accident.

  The pilot's quick reaction in this emergency situation prevented the aircraft from sustaining more serious damage.
- b. Maintenance, Servicing and Ground Handling personnel factors are not considered factors in this accident. All recovered parts were inspected and determined to have been properly maintained and serviced.
  - c. Supervisory factors not considered a factor in this accident.
- 2. Haterial Failures or Malfunction The primary cause of this accident was tail rotor separation resulting in complete loss of directional control. The most probable point of failure was one of the two bolts (P/N AN 1785-4), or 15A) which connect the rail rotor slides (P/N 201-010-720-3) to the crosshead assembly (P/N 201-011-711-1) and are secured by nuts (P/N NS 17825-4). Neither the two bolts nor the two nuts were recovered. A careful inspection of the recovered tail rotor slider and the crosshead assembly bolt holes indicates that only one bolt had been forcibly extracted from its position. The other bolt hole showed no such signs, indicating loss of this bolt prior to tail rotor separation. With one bolt missing, the remaining bolt would be required to bear the full stress of all pitch changes, which it is not designed to perform. Failure of the remaining bolt would result in instantaneous loss of tail rotor control followed rapidly by tail rotor separation and destruction.
- U. S. Army users of the UH-1 model aircraft have experienced loss of tail rotor control due to the nut (P/N US 17825-1) backing off. Corrective action is contained in change 2 (19 July 1967) to the U.S. Department of the Army Technical Hanual 1520-210-35-2. Change two (2) states in part that the nuts (P/N 17825-1) are to be torqued to 50-70 inch pounds. Additionally, the

Special Handling Required in accordance with OPHAVIEST 3750.6 Series

U. S. Army 34th General Support Group message AVGF-FMGS-09-82 (Held by the 611th Trans. Co., Vinh Long, RVN) recommends that the bolts, nuts and washers presently in use be replaced by bolt (P/N AN 17hH15), castellated selflocking nut (P/N NS 17825-4), washers (P/N AN 960-416) and cotter key (P/N MS 24665-115).

The HA(L)-3 maintenance detachment at Vinh Long, RVN is not in possession of change 2 (19 July 1967) to the U.S. Army Technical Manual referred to above.

The replacement attaching hardware recommended by the message above is presently on order at the U. S. Army, 611th Transportation Company.

The accident probably would have been prevented had the above recommended hardware changes been incorporated on UH-1B, 63-8672.

None of the discrepancies listed on past Department of the Army Form 2408-13 (yellow sheets) are considered to be a factor in this accident.

All part numbers above were obtained from Department of the Army Technical Manual TM 1520-210-35P-2.

- 3. Facilities Not considered a factor in this accident.
- 4. NATOPS There is no NATOPS Manual for the UH-18 helicopter.

#### Part VIII - Conclusions

The primary cause of this accident was hesterial failure of the tail rotor. The specific point of probable failure was the bolt (P/N AN 17h-lhā or 15A) or the backing-off of mut (P/N NS 17825-h)

#### Part II - Recommendations

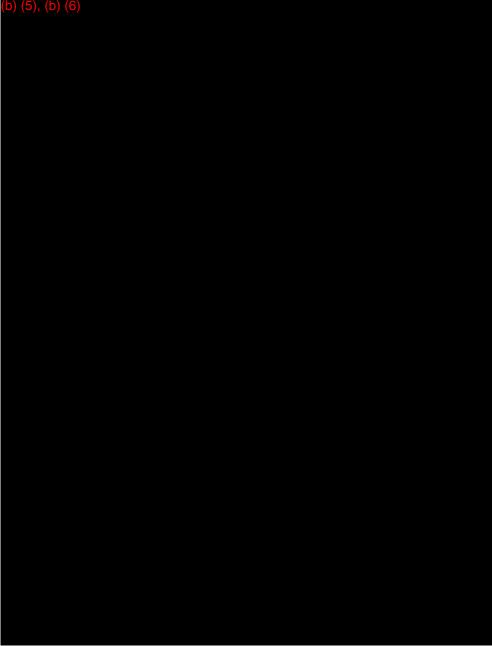
A. That the HA(L)-3 maintenance detachment at Vinh Long, RVN be provided with current technical mammals which incorporate all changes,

B. That priority action be taken to procure and install recommended hardware changes as listed in the U. S. Army, 3hth General Support Group message AVGF-MMGS-09-82.

Armana Am

# INDEX OF ACLOSULES

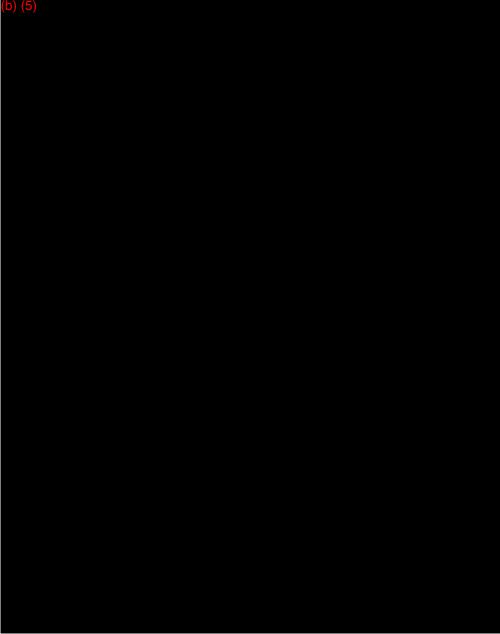
- 1. Statement of LTJC (b) (6)
- 2. Statement of AF61 D. J. CAPOZZI
- 3. Statement of Airl3 (b) (6)
- 4. Statement of AMIS
- 5. Statement of Aud3
- 6. Statement of SP-5
- 7. Statement of AKS
- 8. Statement of LCJR (b) (6)
- 9. Statement of kR. (b) (6)
- 10. Estimate of cost to repair aircraft
- 11. Diagram of revetment and aircraft position
- 12. Photographs (PLATES 1 5)
- 13. Medical Officer's report .

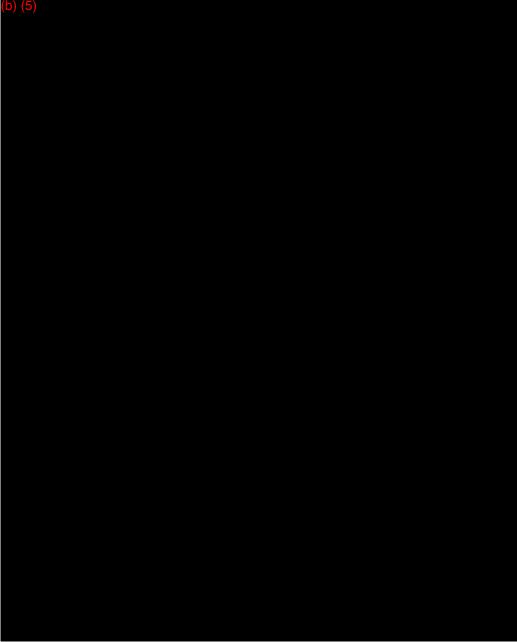


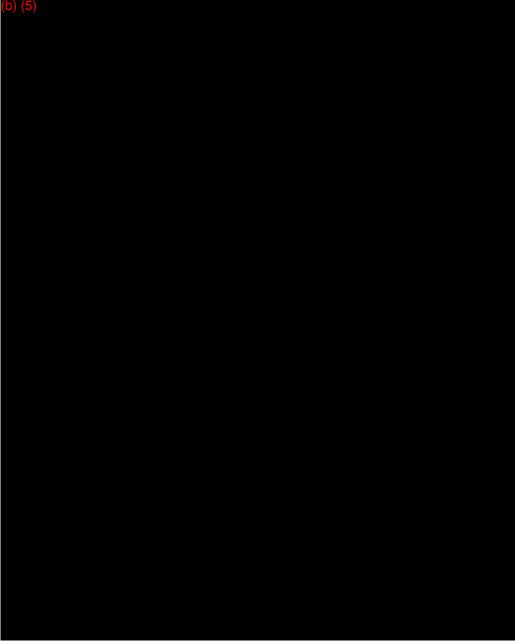
Statement of David J. CAPCZZI, AMS1, Maintenance Trouble Shooter in UH-1B, 63-8672, which lost its tail rotor 29 October 1967 Myself, Mr. (b) (6) and (0) (6) got in aircraft 63-8672 for a maintenance test for vibrations. I was in the copilots seat. We flew for approximately 10 minutes to check vibration and it was still there. se we went over to the sod area to check trans mount dampners. We then came around the pattern to land it in our spot. When we were just about lined up in our spot the nose of the aircraft swerved sharply to the right and the pilot set it down hard. I didn't recognize any loud noise or any-thing strange until it swerved sharply to the right. Right after we landed, I found out that the aircraft had lost its tail rotor. D. J. CAPOZZI AMS-1 USN Considered a credible witness TRUE COPY

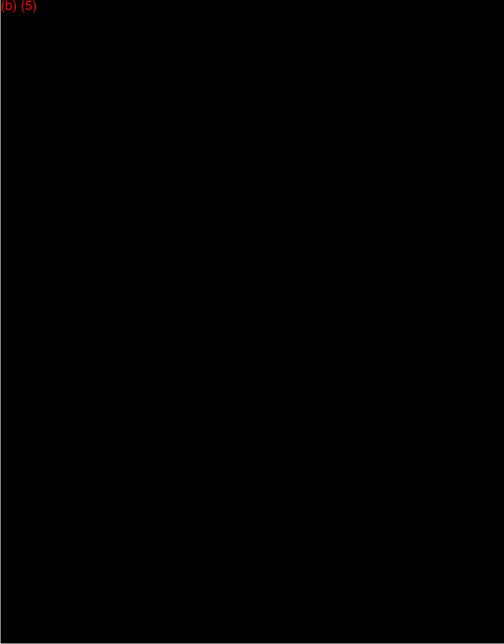
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

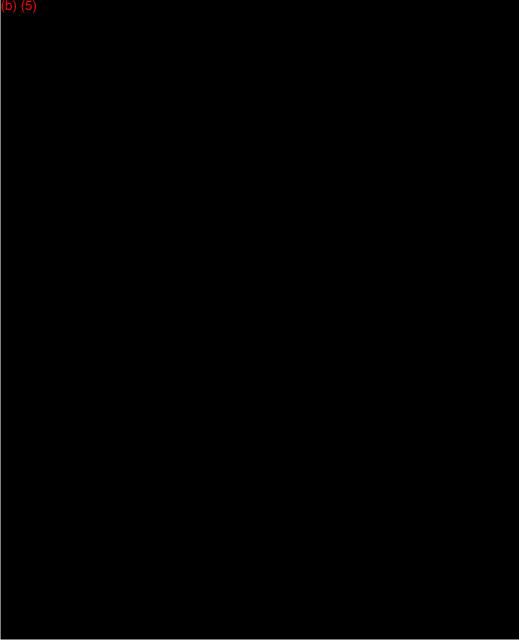
ENCLOSURE (2) HA(L)-3 AAR 7-68A

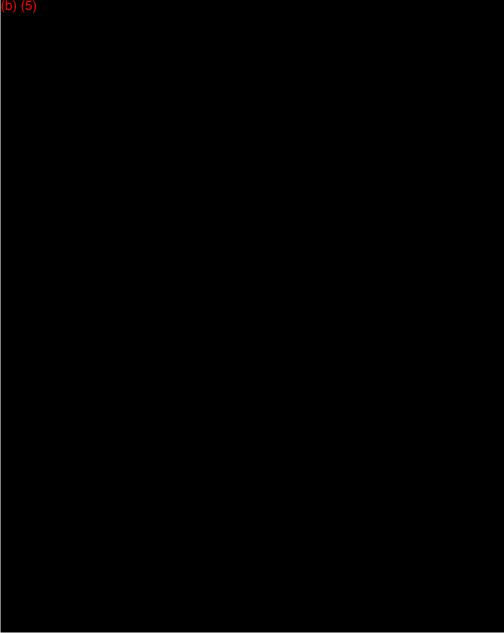


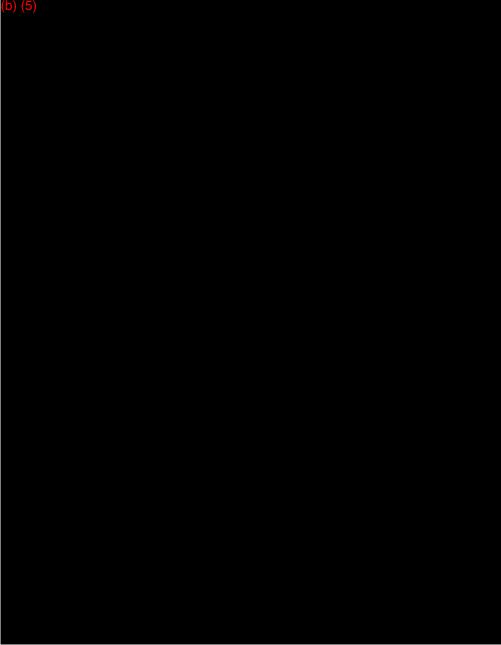












3 November 1967

SUBJECT: Estimate of Cost to Repair Aircraft UH-1B, 63-8672

President, Accident Investigation Board TO: Shith Transportation Detachment (CHFM) APO 96357

The following items are required to repair aircraft UH-1B, 63-8672.

## a. Repairable Components:

real-		
I/H Rear Main Fuse R/H Cargo Door Main Rotor Blades H/R Hub Swashplate & Suppo Scissors & Sleeve Controls & Contro Stab. Bar & Dampe Control Rods (Rot Transmission to E Transmission & Ma T/H Drive Shaft & h2° Gear Box	& Attachments ort Assy Assy 1 Bolts r Assy or to Scissors) ing D/S & Clamps at Assy	\$ 1,500.00 81h.00 6,032.00 2,8h2.00 993.00 781.00 725.00 8h2.00 16.01 1,072.00 1h,367.00 1,76.00 1,1hh.00
Transmission Lift	Link	34.85
	Total:	\$ 31,638.86

(1) Less 60% acquisition cost of repairable components \$ 18,983.32

(2) Total cost of repairable components: \$ 12,655.54

#### b. Non-repairable Components:

as per TB AVN 23-6:

T/R	Blades	\$ 1,678.00
T/R	Hub Syn Elevator	1,133.00
T/R	Cables Pulley's & Bracket	19.00

3 November 1967

## SUBJECT: Estimate of Cost to Repair Aircraft UH-1B, 63-8672

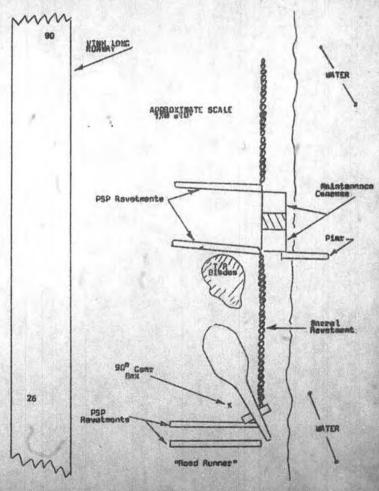
900 Cear Box Tail Scots Vert. Fin T/R D/S Cover #5 T/R Drive Shaft		\$ 1,281.00 7,292.00 245.00 119.00
	Total:	\$12,278,00

2. Labor, 2,500 manhours at \$5.00 per hour: \$12,500:00

3. Total Cost to Repair Aircraft: \$37,433.54

JAMES L. KNIGHT Major, TC Production Control Officer



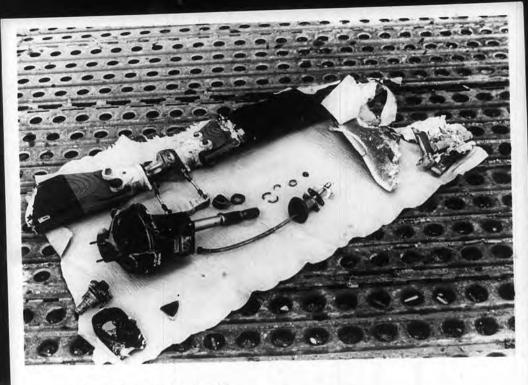


SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST-3750.6 SERIES ENCLOSURE (11) HA(L)-3 AAR 7-68A

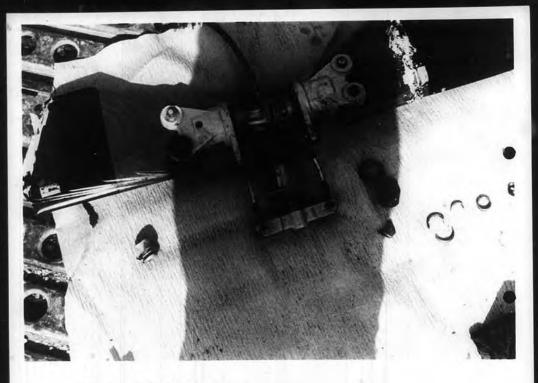


ENGL (12) PLATE (1) HA(L)-3 AAR 7-68A Showing position of the aircraft after the accident. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OFMAVINST 3750.6 SERIES

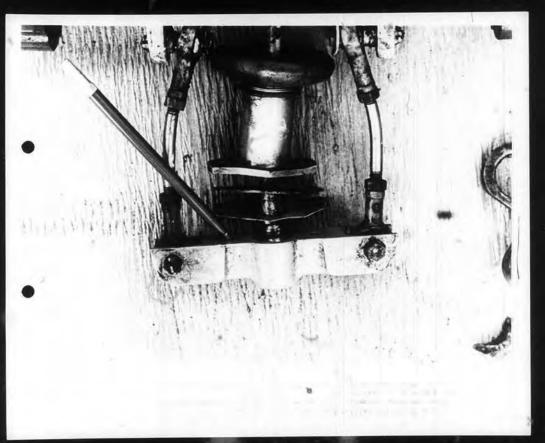




ENGL (12) PLATE (3) HA(L)-3 AAR 7-68A Showing pieces of gear box and tail rotor assembly recovered. STECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPENAVINST 3750.6 SERIES



ENGL (12) FIA TS (L) HA(L)-3 AAR 7 68A Showing re-assembled tail rotor filtch change mechanism. SPACIAL HANDLING RECURRED IN ACCUSTANCE TITH OFNAVIAST 3750.6 SERIES



# HILICOPIER ATTACK (LIGHT) SAUADRON THREE

HA(1)-3:58A:me 3750 Ser: 264 1 March 1968

From: Commanding Officer, Helicopter Attack (Light) Equadron ThillE To: Commander, Maral Aviation Eafety Center

Subj: Edical Officer's Report, Inclosure (13) to MA(L)-3 and ser 7-68A; forwarding of

Ref: (a) HA(L)-3 AAR ser 7-684 of 29 Oct 1967

Fncl: (1) Medical Officer's Report

 In accordance with paragraph 4 of CO HA(L)=3 letter serial 908 of 11 December 1967 (first endorsement on reference (a)), enclosure (1) is hereby forwarded for inclusion to subject report as enclosure (13).

S. H. Aliabotte
By direction 4

Copy to:

NAVAYSAFICEN (w/2 copies of encl (1))

NAVAIRSYSCON (AIR hOh,) (w/1 copy of encl (1))

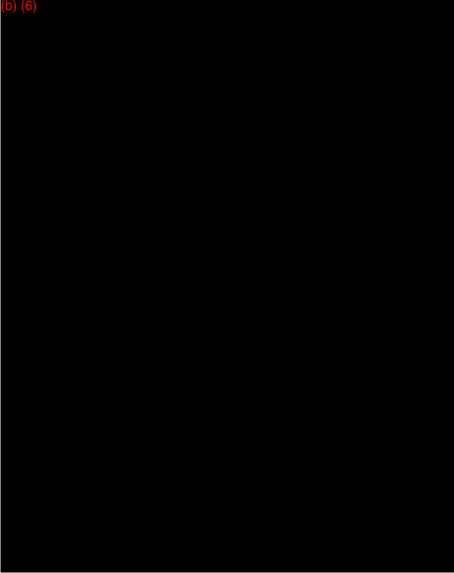
COMFAILE.ESTFAC (w/1 copy of encl (1))

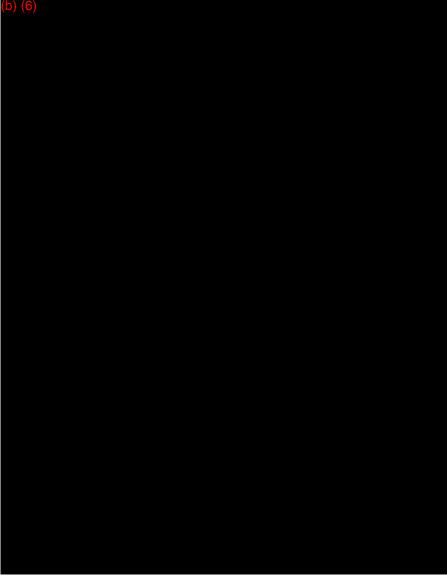
NAVFLANTHEPO BELL (w/1 copy of encl (1))

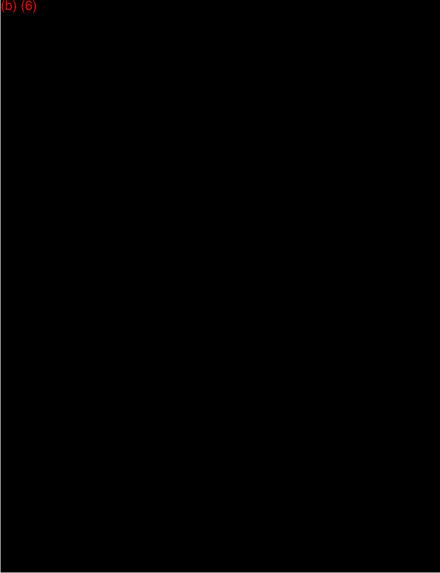
COMENVAIRPAC (w/1 copy of encl (1))

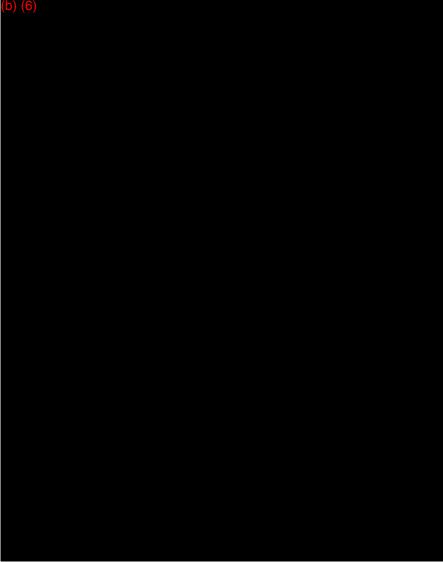
USABAAR (w/1 copy of encl (1))

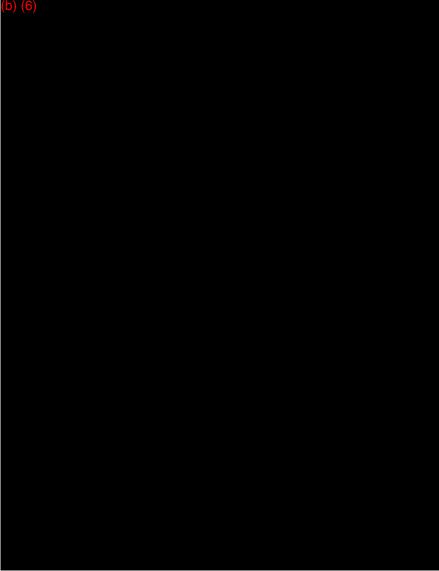
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ELCTION G	E T M M	ESCAPE, PE	RSONAL	AND S		_			
LIST AND CODE IN ACCORDANCE WITH SECTION & OF INSTRUCTIONS						PHASE CODES: A-ACCIDENT/HISHAP E-ESC/ PE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE			
EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	RE- QUIRED	4. AVAIL ABLE	S. NEE	6. USED	7. FAILED	REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.)		
HARDHAT APH5 GLOVES COMBAT BOOTS	NONE NONE NONE	YES YES YES	AE AE AE						
				×.					

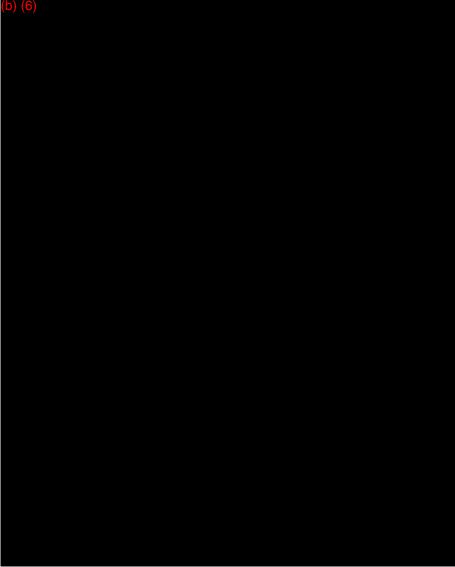
The Escape/Egress, Survival and Rescue phases were not significant as the accident occurred while in a hover above the Detachment's revetted parking pad alongside the runway at Vinh Long. Damage to the aircraft was not of the nature to hamper or impede the crew's emiting and there were no injuries sustained during any phase of the accident.

NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

1-68-B UE-1B 63-8672 AMS1 (6)

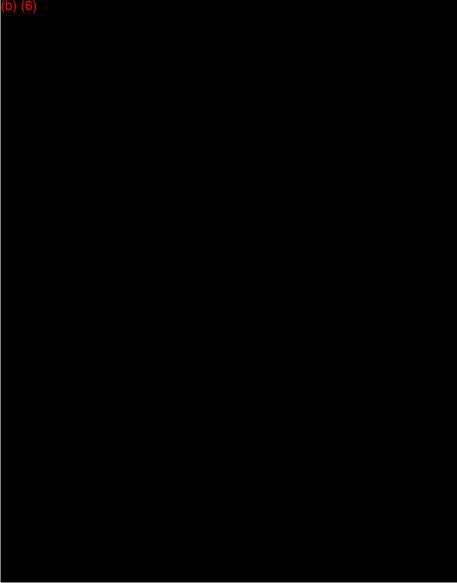
CAPOZZI, David J.

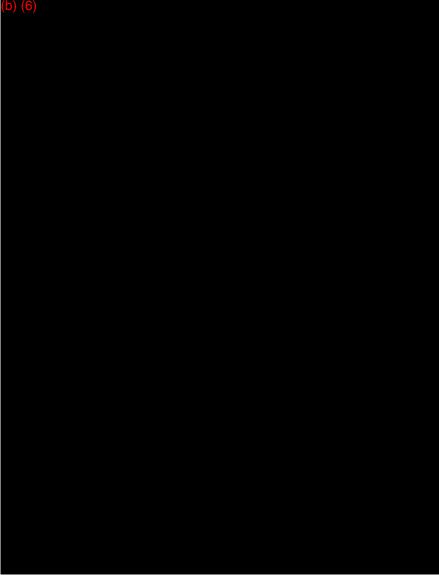
SECTION H

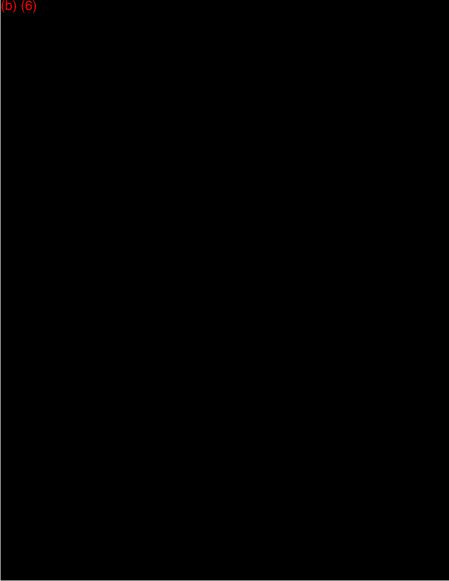


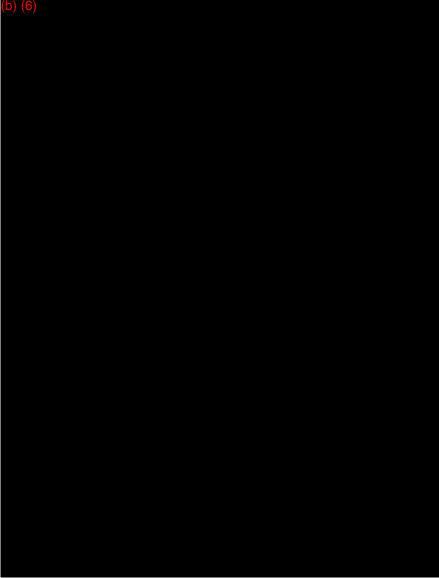
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1-68-B UHGAPOZZI, David J. 63-8672 UH-1B









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DDKRA649VV HVDB25 OO RUENAAA RUEDBHB RUCILSA RUWJMUA RUWJABA RUCLPEA DE RUMNVHH 070 3030710 Z NR UIIIIUU 0 388718Z OCT 67 FM HELATKLTRON THREE TO RUE NAAA/CNO RUCILSA/NAVAVSAFECEN NORFOLK VA RUEDBHB / NAVAIR SYSCOM WASH D.C. INFO RUMSBB/CTF ONE ONE SIX RUMSBE/COMNAVFORV RUMSBE/USARY (SAFETY SECTION) SAIGON RUMFKE/COMFAIRWESTPAC DET SAIGON RUAUDA/COMFAIRWESTPAC RUWJMUA/COMNAVAIRPAC ZENZ/NAVPLANTREPO BELL .FT WORTH TEX . RUEDBHB / CHNAVMAT RUWJABA/DAS NORTON AFB CALIF

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(71029102)

BT UNCLAS FOR OFFICIAL USE ONLY PPELIMINARY/SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT. A. OPNAVINST 3750.6F

IA. HONE

1. 29 OCT 1967 1448H DAY
2. UH-1B, 63-8672, HELATKLIRON THREE
3. HA(L)-3 DET 3 LINE, VINH LONG AIRFIELD, RVN
4. (A) (A) LINE, 
G. (CHARLIE.) TAIL ROTOR AND TAIL ROTOR GEAR BOX SEPARATED FROM AIRCRAFT CAUSING DAMAGE TO TAIL PYLON, MAIN ROTOR BLADES, AND HORIZONTAL STABILIZER. TAIL BOOM DAMAGED BY STRIKING REVETMENT. LANDING SKIDS AND SUPPORTING MEMBERS DAMAGED BY HARD LANDING. TO THE FLIGHT (IL) 0.3 FLT TIME.

8. SUSPECT TAIL ROTOR FAILURE WHILE EFFECTING LANDING FROM TWO

(2) FOOT HOVER. LANDING WAS BEING MADE WITHIN THE AIRCRAFT'S

NORMAL REVETTED LANDING PAD. NORMAL REVETTED LANDING PAD. 8. SUSPECTE TAIL ROTOR FAILURE DURING LANDING FOLLOWING A 15 9. SUSPECTE TAIL ROTOR FAILURE DURING LANDING FOLLOWING A 15 MINUTE TEST FLIGHT. THE TWST FLIGHT WAS FLOWN TO DETERMINE IF A SEVERE VIDRATION IN THE MAIN ROTOR HEAD HAD BEEN ELIMINATED BY A PART CHANGE ON THE MAIN ROTOR HEAD. THE AIRCRAFT WAS BEING TURNED SLIGHTLY TO THE RIGHT (APPROX 15 DEGREES) TO A HEADING OF 888 FROM WHICH THE AIRCRAFT WAS TO BE LANDED FROM A TWO (2) FOOT HOVER WHEN THE SUSPECTED FAILURE OCCURED. FOLLOWING TAIL ROTOR SEPARATION .
THE AIRCRAFT ROTATED RAPIDLY AND UNCONTROLLABLY TO THE RIGHT FOR

PAGE THREE RUMMY 070 UNCLAS APPROXIMATELY 168 DEGREES WITH THE TAIL BOOM STRIKING THE TOP OF THE REVEIMENT. THE PILOT INSTANTLY CLOSED THE THROTTLE AND LOWERED THE COLLECTIVE RESULTING IN A HARD LANDING IN A LEVEL ATTITUDE. NO INDICATIONS OF IMPENDING FAILURE WERE NOTED BY THE PILOT. 18. DUTY RUNWAY WAS 888 OR 268 DEPENDING ON THE DIRECTION FROM WHICH AIRCRAFT WERE APPROACHING FOR LANDING . WIND WAS 330 DEGREES AT 4 KNOTS. CLOUD COVERAGE REPORTED AS SCATTERED. THE TEMPERATURE WAS 85 DEGREES AND THE DEV POINT WAS 75 DEGREES. DEMSITY ALTITUDE WAS 2,198 AND VISIBILITY WAS 7 MILES.
11. SUSPECT FAILURE OF ATTACHING HARDWARE FOR TAIL ROTOR CROSSMEAD, SLIDER AND PITCH CONTROL LINKS, SPECIFICALLY PART NO. MAS 679 A4 (NUTS) AND PART NO AM 174-14A AND 15A (POLTS) . 12. N/A

15. NONE 16. RISERT W. SPENCER, CDR , C.O. MACLES

4H-18 / 63-8672 WEE HAR) 3